

[illegible]

SHIPPING.

ARRIVALS.—May 16.
Leonida, barque, 11 tons, Captain Pickett, from Melbourne, J. A. Curtis, agent.
City of Melbourne, barque, 168 tons, Captain McDonald, from Melbourne, J. A. Curtis, agent.

DEPARTURES.—May 16.
Clara, barque, 11 tons, Captain Pickett, for Melbourne, J. A. Curtis, agent.
City of Melbourne, barque, 168 tons, Captain McDonald, for Melbourne, J. A. Curtis, agent.

PROJECTED DEPARTURES.—May 17.
Rea, barque, 11 tons, Captain Pickett, for Melbourne, J. A. Curtis, agent.
Clara, barque, 11 tons, Captain Pickett, for Melbourne, J. A. Curtis, agent.

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The Sydney Morning Herald.

WEDNESDAY, MAY 17, 1871.

In the Legislative Assembly, yesterday.

Mr. HYNES, in answer to a question, said there

had been charges and counter charges between a

freeman named Clarke and the master of the vessel

the result of an inquiry being that the master

was reprimanded and the freeman discharged.

On the motion of Mr. FARRER, certain supplement

returns relating to the certain Schools were

ordered to be laid on the table.

The correspondence with reference to the West

Mainland Court-house was, on the motion of Mr. LEE,

ordered to be laid on the table.

Mr. HYNES withdrew the resolution with regard

to land occupation: Mr. WILSON informing the hon.

member that the Government would deal with the

land question early next year.

Mr. HYNES then moved a resolution declaring it in-

consistent with Parliamentary government for the

Attorney-General to be Premier, Grand Jury, and

Public Prosecutor. In addressing the House the hon.

member principally dwelt upon the impropriety of

the Attorney-General, who was now mixed up in

party strife, being Grand Jury of the colony, and

being in a position to file bills against political

opponents.

N. S. W. LEE, in answer to a question, said the law

nothing of the position of Premier, the Ministers

being all equal under the Constitution Act. As to

the question of the hon. member's motion, as a

matter of fact, that what he was in office he never

prosecuted unless in some very extreme case. He

was surprised that the hon. member should speak

against the Attorney-General holding the office of

Grand Jury, when the hon. member had so frequently

held up the Scotch system to admiration, part of

which was the performance of the duty of Grand Jury

by a legal officer. The Grand Jury had been found so

very unsatisfactory in their conduct, that the hon.

member had been obliged to resign the office.

The hon. member had been in office for the last

twenty years, and during that time he had been

found to be very deficient in his duties.

There are, indeed, every now and then

demonstrations of those who do not wish for

competition, and combinations in imitation of

English unions; but the mass of people giving

weight to these organisations is not

sufficient to render them very formidable.

If one man will not work any longer, and a

great disposition is shown by the industrial

classes to listen to the suggestions of ex-

perience, and to deal with economic questions

more wisely. Unions within proper limits are,

no doubt, a benefit to the working man, pro-

vided they are under the guidance of sensible

leaders, who can see by what causes wages

rise, and by what they fall. There are,

however, some curious attempts to produce

perpetual motion to elevate the profits of

industry upon an airy foundation. A remark-

able instance has been lately shown. In a

port possessing natural facilities for ship-

building, and where the finest timber in the

world can be brought at a moderate expense,

it would be reasonable to expect that a

great disposition to build ships would be

shown. The fact, however, is that the

industry is languishing, and that the

owners of the ships are unable to find

work for their ships. The fact is that the

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... ..	£1,750	8	7
... ..	11,372	14	5
... ..	825	15	0

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ber of persons, and add very considerably to the trans-
 port by its direct expenditure.
 that these will be its smallest collateral advantages. In
 consequence of the security to be afforded, a priority of interest,
 all the facilities of direct and regular communication,
 the commerce of the three most important settlements
 of the Pacific—New-Caledonia, Fiji, and the Sandwich
 Islands.
 My steamships on the Pacific will perform the through
 passage to San Francisco, touching at the Isles of Pales
 (or Caledonia), Levaia (Fiji), and at Honolulu (Sand-
 wich Islands); the time allowed for the journey being 29 1/2
 days.
 The mails will be forwarded under special arrangements
 by the trans-continental railway within six hours of their
 arrival, and will be delivered in Liverpool in forty-five
 days.
 I respectfully invite the attention of the Government
 to the guaranteed reduction of time which I am pro-
 posing to be made, and which I believe with the aid of
 the confidence would be combined with reduced cost to
 the Government.
 In making the Post Office returns, I find the following was
 the financial result of the service via San for the year
 1874-75:—

Revenue	£	21,174	0	0
Letters, 15,730 packets, 771,060 newspapers				
Expenses	£	7,094	0	0
Profit	£	14,080	0	0

Revenue	£	10,446	0	0
Letters, 15,730 packets, 771,060 newspapers				
Expenses	£	7,094	0	0
Profit	£	3,352	0	0

 I will now give an estimate of the net cost of New
 South Wales of the service through America, based upon
 the Post Office data, and the rates of postal trans-
 mission by the London and Montreal routes, and the
 Governments of Great Britain and the United States, mak-
 ing the colonial subsidy at £20,000.

Revenue from Government of New South Wales, by mail	£	23,000	0	0
Letters and Ocean cost from San Fran- cisco to England—				
449,280 letters, at 1d.	£	22,800	0	0
449,280 packets, at 1d.	£	166	12	0
771,060 newspapers, at 1/4 of 1d.	£	1070	15	4
Net cost	£	4,975	10	10

Revenue	£	23,076	10	10
Letters, 449,280 at 6d.	£	11,231	3	0
Packets, 166,120 at 1d.	£	786	10	0
Newspapers, 771,060, at 1d.	£	2,312	15	0
Estimated number of letters transmitted under N. S. Pacific, 3000 at 6d.	£	750	0	0
Net cost	£	15,981	5	0

will thus be seen that the European mail service between San Francisco and New York would be performed in shorter time and at a lower cost than any other. The following figure, also taken from the Post Office records, will show that the example of the San line for 1870 was most successful to New South Wales than would be given by the return of the two previous postal arrangements.

Results of the service via San for 1868 and 1869 :—	
—Expenditure	\$21.68
Receipts	6.238
Net cost	\$15.718
—Expenditure	\$19.618
Receipts	7.187
Net cost	\$12.341

It will be seeing to the colony by the American route as shown in these figures would have been £7043 14s. 3d. in 1868, £4136 14s. 3d. in 1869.

As the departure in the postal service through the American route would be identical with the service via San, the long desired advantage of a fast mail may be secured, combined with the double advantage of the lowest rates in the event of a war with Britain being involved in war.

The foregoing statistics of postal revenue via San will show that the proposed alteration of route will be by reasonable probability, and the other parts of this scheme are supported by indisputable facts.

I hope I may be permitted to say that the line of communication which I have proposed, will be the one adopted by the Government, I am prepared to establish, is recommended by our own merits by reasons of sound policy as well as by the advantages which will accrue to the colony.

I may add, that the regular and unavoidable expenditure of the steamship to Sydney will be, at the lowest

Wages per annum	\$21,600
Costs per annum, 18,000 tons at 20s.	18,000
Victualing per annum	1,500
.....	\$21,100
.....	\$24,500

In addition to this yearly outlay, there must necessarily be expended on the steamship, and the building of new vessels, a large expenditure by passengers in Sydney, the expenses of the Government, who direct the colony, and many other incidental benefits, without one accounting disadvantage.

I have, &c.,
H. H. HALL, U. S. Consul.

He Secretary to the Post Office of H. H. Hall, Esq., General Post Office, Sydney, 14th April, 1871.

Sir,—Your letter dated the 11th inst. addressed to the honorable the Premier, on the subject of mail communication between Sydney and San Francisco, has been forwarded to the Postmaster-General, who directs me to inform you that the matter of such letter will receive due consideration when the question has above referred to comes on for the consideration of the Government.

I have, &c.,
G. H. LAMONT, Secretary.

Agent of the Peninsular and Oriental Steam Navigation Company to the Postmaster-General.

Peninsular and Oriental Steam Navigation Company, Sydney, April 15th, 1871.

Sir,—Having observed a report in the *Sydney Morning*

at the instant, of an interview with a representative of the Government of the Colonies, respecting the desirability of a subsidy being granted by the Government to a line of mail steamers from England to Australia, which would have the effect of establishing a fortnightly communication with London, I felt myself the honour of addressing you on the subject, as well as to reiterate to your authority, dated January, 1871, upon the Ocean Postal Service with Australia, and also other projected lines, believing that the Government of Australia would be desirous of being effectually promoted by the extension of this company's operations.

It is upon two points there seems to be universal agreement, and on the different colonies. The first is, that the service years past the existing mail service has been most unsatisfactory performed by the company; and the second is, that the Government has no objection to the subsidy absolutely necessary, and must sooner or later be arranged. It is intended to enlarge up in the latter point, because the late contract with the company have been so far from giving the results of Australia, both in politics and business, and it would be seriously compromised by the desert of inland communication; but if it is to be a permanent subsidy, I think that this, which will shortly be provided by the marine telegraph, will also entail the necessity of more extensive enlarged facilities for correspondence than exist at present.

Unfortunately the jealousy which prevail among the colonies conduces to the progress of the company, as a stumbling-block against real progress in the future, while the regularity of the company's service rendered the colonies so well acquainted with the service, that they have under the home and Eastern mail

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STEWART

Total of Proposed Remissions £11,102 18 11

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AUSTRALIAN MUTUAL PROVIDENT

addition, laying themselves open to the serious consequences resulting from an epidemic, which may at any time overtake the tropical Australian colonies. In which

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The report of the Victorian Commission is

decline.

to Mr. Parker.

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STAM.				
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MINING.				
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Pymont Bridge ...	20,000	\$4,605	5
Sydney Exchange...	20,000	26,475	10

Cornmeal Sugar Co.	...	17,800	1872	8
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this may be compensated for by the return from

February	8,859	2,301	6,558
March	7,380	2,817	4,563

Three mails from England have arrived during month, one via California, per B. M. S. City of

COMMERCIAL CIRCULARS

particular in Commercial and Bank of New South Wales

CHAYFIELD AND SON—There has been a fair business done in bank shares and debentures during the month, and the sup-

of the anticipated subsidy for the California route. There has been transactions to some extent at \$13. Hunter River N. and Vancouver have been dealt in the American at \$20.50 a ton.

J. MULLENS—There has been some revival of activity in the

The Warman Coal Company has returned to its usual rate of percent. per annum. Banks: Australian Joint Stock Bank has advanced 3d for new share and now sells at 100. Bank

parcels of United Insurance shares have been sold at 4s 6d by Mining Companies. Coal shares are quoted in a London

FATTORINI AND CO.—We have experienced a dull month. T

the eligible city lots offered found buyers at fair rates. Outside lots in inferior positions are, however, not so easy to move ex-

227, Devonshire-street, Surry Hills, £365; dwelling-house, Kils-

RAYNES, TREKVE, AND CO.—Without much activity a fair amount of business has been transacted within the past month.

4 £1940; block of land, 5 acres, Willoughby, North Shore, £3

5

REPORT OF THE
COMMISSIONER OF THE
LAND OFFICE,
IN RESPONSE TO A RESOLUTION
PASSED BY THE HOUSE OF REPRESENTATIVES
JANUARY 18, 1890.
ALBANY:
JAMES BROWN PUBLISHER.
1890.

The following report was made by the Commissioner of the Land Office, in response to a resolution passed by the House of Representatives January 18, 1890.

ALBANY:

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1890.

PRODUCE CIRCULARS.

Wheat—The market is quiet, but the price is firm. The quality is good, and the supply is ample. The price is 10s 6d per bushel. The market is quiet, but the price is firm. The quality is good, and the supply is ample. The price is 10s 6d per bushel. The market is quiet, but the price is firm. The quality is good, and the supply is ample. The price is 10s 6d per bushel.

STOCK AND STATION CIRCULARS.

Wool—The market is quiet, but the price is firm. The quality is good, and the supply is ample. The price is 10s 6d per bushel. The market is quiet, but the price is firm. The quality is good, and the supply is ample. The price is 10s 6d per bushel. The market is quiet, but the price is firm. The quality is good, and the supply is ample. The price is 10s 6d per bushel.

SYDNEY LABOUR MARKET.

There is no material change noticeable in the market. A moderate demand for men and boys for farm and domestic work is maintained. The price is 10s 6d per bushel. The market is quiet, but the price is firm. The quality is good, and the supply is ample. The price is 10s 6d per bushel.

PUBLIC COMPANIES' REPORTS.

The report of the Bank of New South Wales for the six months ending 31st March 1871, shows a profit of £10,000. The report of the Bank of New South Wales for the six months ending 31st March 1871, shows a profit of £10,000. The report of the Bank of New South Wales for the six months ending 31st March 1871, shows a profit of £10,000.

THE REPORT OF THE AUSTRALIAN MUTUAL LIFE ASSURANCE SOCIETY.

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INSOLVENCIES OF THE MONTH.

Insolvent. Assets. Alexander Cruikshank, Darlinghurst, £20 0 0. Insolvent. Assets. Alexander Cruikshank, Darlinghurst, £20 0 0. Insolvent. Assets. Alexander Cruikshank, Darlinghurst, £20 0 0.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS. ANTHWILL—April 13, at 2, Balfour-street, Upper William-street, a son, by Mr. and Mrs. W. Anthwill. BATH—April 12, at her residence, 10, York-street, the wife of Mr. W. Bath, a son. BATH—April 12, at her residence, 10, York-street, the wife of Mr. W. Bath, a son. BATH—April 12, at her residence, 10, York-street, the wife of Mr. W. Bath, a son.

THE SYDNEY MORNING HERALD, WEDNESDAY, MAY 17, 1871.

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I HAVE seldom met with, a tactician who
 had BUSINESS, in complete working
 no previous knowledge; increasing small,
 reasons given. C. BATES, Pitt-street.

